

# The Hong Kong Telegraph.

No. 104.]

HONGKONG, THURSDAY, OCTOBER 13TH, 1881.

[PRICE—\$16 PER ANNUM.]

## Shipping.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN," will be despatched as above on or about the 18th October.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1881.

FOR SAN FRANCISCO.

THE 100 A1 British Steamship "CASCAPEDIA," W. A. Fraser, Master, will load for the above port, and will be despatched TO-MORROW, the 14th inst., at THREE P.M.

For Freight, or Passage apply to RUSSELL & Co. Hongkong, September 26th, 1881.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship "JAPAN," Captain T. S. Gardner, from Calcutta, Penang, and Singapore.

The above steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed that they will be required to sign the General Average Bond before taking delivery of their goods.

DAVID SASSOON, SONS & Co., Agents. Hongkong, 7th October, 1881.

## Intimations.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

For the MEEKEE Godown Co., J. M. GUEDES, JUN. Hongkong, 3rd October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, Jewellers, Silver-smiths, and Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents for Louis-Audemars' Watches; awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES No. 38, Queen's-road Central.

D. K. GRIFFITH & Co. MANUFACTURERS OF THE LONDON AERATED WATERS, AND GENERAL AGENTS. 7, Beaconsfield Arcade.

## Intimations.

ST. ANDREW'S DAY.

SCOTCHMEN, resident in the Colony, are invited to meet in the CITY HALL THIS EVENING, the 13th instant, at six o'clock for the purpose of deciding upon the manner in which the forthcoming National Festival shall be celebrated.

Hongkong, 8th October, 1881.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

BEST LARGE TAKASIMA COAL,

at \$7 per ton F.O.B., in quantities to suit purchasers.

Apply to

T. G. GLOVER. Hongkong, 6th October, 1881.

NOTICE.

I have this day established myself as Merchant and General Commission Agent, under the style of W. G. HUMPHREYS & Co.

W. G. HUMPHREYS.

Bank Buildings,

Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE ORGAN, by Geo. A. PRINCE & Co., Buffalo, N.Y. FOR SALE CHEAP.

Apply at the VARIETY STORE. Hongkong, 10th October, 1881.

TUITION IN THE FRENCH LANGUAGE,

by Monsieur LOUIS PIRON, ainé;

SINGING (CULTURE OF THE VOICE) by Monsieur EUGENE PIRON, jeune.

44, Queen's Road. Hongkong, August 30th 1881.

Afong, Photographer,

HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

D. K. GRIFFITHS, Studio 8, Queen's-road.

HONGKONG TIMBER YARD, WANCHAL.

OREGON PINE SPARS AND LUMBER

always on hand.

L. MALLORY, Proprietor.

Hongkong, 24th June, 1881.

William Schmidt & Co.

GUNMAKERS, &c.

BEAconsfield ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL. Good accommodation for Visitors, English & American Billiards.

Tiffin at One o'clock.

Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

## Intimations.



SEALED TENDERS will be received by the Undersigned on or before MONDAY, the 24th instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY, Naval Storekeeper. H.M. Naval Yard, Hongkong. 3rd October, 1881.

V. R.

GOVERNMENT NOTIFICATION. No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command, M. S. TONNOCHY, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 20th August, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.

CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy

Navy Boiled

Long Flax

Crown

ARNHOLD KARBERG & Co.

Hongkong, 15th June, 1881.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT.

HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.

## For Sale.

SAYLE & CO.'S SHOWROOMS.

Autumn and Winter Fashions.

SAYLE & Co. will make their

FIRST SHOW on TUESDAY NEXT, OCTOBER 4TH, and following days.

Parisian and English Novelties in all Departments.

Dresses, Hosiery, Millinery, Ribbons, Mantles, Laces, Satins, Hats, Silks, Kid Gloves, French and English Boots and Shoes, &c., &c.

N.B.—The DRESSMAKING DEPARTMENT is now in full working order, under competent EUROPEAN SUPERVISION.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 30th September, 1881.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins. Mary Marston, by Geo. Macdonald. From the Wings, by B. H. Burton. A Confidential Agent, by Jas. Payn. He that will not when he may, by Mrs. Oliphant. Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton. Countess of Bonneval, by Lady Fulterton.

The Hunters at Launin' Head, by Mrs. Lynn Linton. Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida. A Tangled Skein, by the Author of Filthy Lucre. The Capel Girls, by Ed. A. Garrett. High Spirits, by James Payn. A Pink Wedding, by R. M. Jephson. Mr. Dorrillon, by Jean Middlemass.

Lord Beaconsfield's Novels. Ready Money Mortiboy Series of Novels. Charles Lever's Novels. Whyte Melville's Novels. Wilkie Collins's Novels. Ouida's Novels. Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations. Familiar Latin Quotations. Dictionary of Blunders. The Secretary's Assistant. Plutarch's Lives.

Rejected Addresses. Bible Truths with Shaksperian Parallels. Dictionary of English Proverbs. Companion Letter Writer.

Hongkong, 1st October, 1881.

BY SPECIAL APPOINTMENT TO H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marcoux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.

Price list on application.



**A. S. WATSON & Co.**  
WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,

AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SARSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
Orders.

HONGKONG DISPENSARY,  
HONGKONG.  
SHANGHAI PHARMACY,  
SHANGHAI.  
CANTON DISPENSARY,  
CANTON.  
THE DISPENSARY,  
FOOCHOW.

**Notices to Subscribers.**

All communications should be addressed The  
Editor "Hongkong Telegraph," 15, Wellington  
Street.

All letters for publication must be written on one  
side of the paper only.  
Correspondents are requested to forward their  
names and addresses with all communications in-  
tended for insertion, not necessarily for publication,  
but as evidence of good faith.

**Notices to Correspondents.**

Subscribers who do not receive their newspapers  
within thirty-five minutes after the time of publica-  
tion will oblige by communicating with the Editor.  
Domestic Notices, if properly authenticated, will  
be inserted free of charge.

**Notice to Advertisers.**

Advertisements and Subscriptions which are not  
ordered for a fixed period will be continued until  
countermanded.

THE  
**Hongkong Telegraph.**

HONGKONG, 13TH OCTOBER, 1881.

WE agree generally with the views enunciated in a recent article in the *London and China Express* on the subject of the "Deported Malay Chiefs." While our conclusions in reference to the same are in unison with our contemporary, namely, as to the impossibility of restoring the country and people to Malay rule, after having experienced the benefit of British Administration, under the so-called residential system inaugurated for the better Government of the native states of the Malay Peninsula by the Earl Carnarvon, we arrive at this same result by a wholly different reason. Perak is the largest and most important of the protected states on the western side of the peninsula, occupying 100 miles of the coast line immediately South of the British Settlement of Province Wellesley. The country is an El Dorado of mineral wealth, which is being rapidly developed by the agency of Chinese, who comprise the entire mining, and two-thirds of the general population. The duty levied upon tin, and those raised on the requirements of the Chinese generally, chiefly contribute to the revenue of the country. The total population of the state may be estimated at 30,000 souls, of whom 20,000 fairly represent the number of Chinese. This nationality also absorb the other industries, viz., timber felling—for building and fuel—fishing, gardening, and the labour required for the plantations. The supposed permanency of the present administration having induced European planters from Ceylon and elsewhere to take up land and expend capital in its development for coffee, sugar, and other tropical products, for raising which the country is particularly well adapted. This, alone, would be a cogent reason against restoration; but, taking the wishes of the more industrious and intelligent majority of the population into consideration, who are all Chinese, strongly in favour of British protection and administration, there can be no divergence of opinion that equity and policy are undeniably in favour of the retention of the present condition of things, too palpable to be controverted.

The delivery of the English mail was commenced ten minutes past five yesterday afternoon.

Telegrams for Bangkok can go forward by mail closing at Singapore at 11 a.m. to-morrow, the 14th instant.

We note amongst the passengers by the P. & O. S. N. Co's steamer *Kashgar* the name of His Excellency Tantai Mah Kie Tcheong, en route from Bombay to Shanghai.

We note from the *Journal des Colonies* that the well known Italian explorer, Dr. Pellegrino Matteucci, recently died in London from a violent attack of fever.

Scotch residents are reminded that the meeting to consider the most appropriate mode of celebrating St Andrew's Day, will be held in the City Hall at six o'clock this evening.

By a telegram received here this morning, dated the 12th instant, we learn that the French troops have evacuated Hammamet, and occupied Tunis. This would indicate that affairs in the north of Africa are at last approaching a crisis.

According to the *Overland Mail*, Messrs. John Elder & Co., shipbuilders on the Clyde, have received orders from the Admiralty to proceed at once with the construction of three corvettes for service in Her Majesty's navy. The shipbuilding trade on the Clyde is at the present time in a very healthy state, and large orders are daily coming to hand.

In corroboration of a paragraph we published recently from a home paper, we find the last number of the *Overland Mail* to hand contains the following:—A German physician who has returned from Panama, says that 250 persons are working on the canal, 200 of whom are negroes. Half of them are sick, haggard, and starving. The death-rate is alarming, and not more than 100 able-bodied men are at work at any time. They receive 17 dols. a month and the worst board imaginable. They are crowded into shanties and fed on the cheapest food. The work is advancing very slowly on the canal. There is nothing to show for the money expended, and it is generally believed here that it will never be finished.

It may be taken for granted that the *China Mail* finds its way to the office of the *London and China Express*. That being so, it has taken the Home paper two years to condescend to notice the blatant Hongkong evening print in regard to its constant assertion during that period that His Excellency the Governor of this Colony would leave before the expiration of the usual term of office. The *Express* contradicts the *Mail* in the following terms:—"With reference to the report which has been current in some quarters that H. E. Sir John Pope Hennessy, the Governor of Hongkong, would probably come home before his time was up, and that he would be succeeded by someone else, we understand that there is no truth in the matter, and that H. E. will not return until his time has expired."

Mr. Bradlaugh, M.P. for Northampton has issued an address on the subject of his recent forcible expulsion from the House of Commons headed "Right against Brute Force" in which he appeals to the people to support him. He says he is encouraged to do so because of the favourable reception he has met with at the numerous meetings he has addressed, and because of the petitions presented to Parliament in his favour. Mr. Bradlaugh points out that as the Speaker interrupted Sir Wilfrid Lawson when objecting to Mr. Collins, he ought not to have permitted Sir Stafford Northcote to interfere when he was about to take the oath. Mr. Bradlaugh, in referring to his expulsion from the precincts of the House of Commons, says it was cowardly in the extreme, and utterly unworthy of the world. "When the next session opens," he says, "I must go to the House again. I ask the English people, 'Will you see me again turned out by brute force? I appeal to you for protection against unlawful violence. To illegal force I cannot, and will not, submit. At present the Government in my case does nothing, and I turn to the people. I cannot say how the struggle will end. One man against a powerful and unscrupulous majority of the House are no slight odds. I can only ask justice from the people.'"

At a Conservative banquet held a couple of days ago the Marquis of Salisbury, recognised leader of the Tory party, stated that he had every confidence that Her Majesty's Government would again eat dirt over the Transvaal dispute. His lordship, after his own recent humiliating personal experiences with the Irish Land Bill, should have been the last to sneer at the Government for their self-denying policy at the Cape, especially as it was inaugurated to redeem Conservative blunders.

The *Army and Navy Gazette* says:—Vice-Admiral Wiles showed, in times gone by, under the Childers administration, that he had a clear eye for economy, and he has just been able to practise a useful saving, without hurting anyone's feelings or reducing the efficiency of the ships under his command. The cruising squadron, under Captain East, had arranged for coaling off Cheloo, and the coal was there for them, at something like £4 a ton. Meanwhile, the Admiral had heard of coal of good quality having been discovered near Yokohama, so he ordered the ships to make their way to that place under as little steam as possible, and fill up their bunkers with the new coal, at less than £1 a ton. The saving in this one coaling transaction will provide the Admiral's pay and allowances for his whole term of command on the China Station, and he deserves every credit for this good stroke of business.

**REPORTED LOSS OF THE STEAMSHIP  
"QUINTA."**

Rumours were afloat in the colony the whole of yesterday afternoon to the effect that the steamship *Quinta*, Capt. Hans Thomsen, which left here for Saigon on the morning of the 2nd inst., with 120 Chinese passengers, and a general cargo, had been lost at sea with all hands. On investigating the matter we find that, although well grounded fears are entertained for the safety of the vessel, the above rumours are at present without any tangible foundation. Yesterday, the 12th instant, Messrs. Schellhas and Co. received a telegram from Saigon stating that the *Quinta* had not yet arrived at that port, which, considering that the steamer has been ten days on a voyage which should have been easily accomplished in half the time, is a sufficient reason to cause great uneasiness as to her fate. The *Quinta* is fitted with water ballast tanks, and being on this occasion "flying light," one would feel inclined to believe that she would ride out the recent bad weather in safety, providing she kept off the rocks. Again, it is probable enough that her machinery may have come to grief in some way or other, compelling the steamer to seek shelter in the numerous snug inlets between here and Cape St. James, where she might not be heard of for three or four weeks. Messrs. Schellhas & Co. on receipt of the telegram immediately communicated with His Excellency the Administrator, informing him of the circumstances of the case, and soliciting assistance. A reply was received this morning to the effect that Commodore Cuming having received information last evening that the German steamer *Quinta* is missing, and having under his consideration the advisability of despatching one of Her Majesty's ships in search of her, the Secretary was desired to request that Messrs. Schellhas & Co., will be good enough to cause some person to attend on board the *Victor Emanuel* after 11 a.m. this day, who may be capable of affording the Commodore such information as he may desire respecting the *Quinta*. The Agents of the steamer at Saigon have been instructed by wire to telegraph the arrival of the *Quinta* immediately she reaches port, supposing she is fortunate enough to get there safely.

As we are going to press, we are informed that Commodore Cuming, having only the *Kestrel* available for the service required, does not consider it advisable in the present threatening state of the weather to send this vessel out in search of the missing steamer. Under any circumstances the *Kestrel* would not be able to tow a vessel of the size of the *Quinta*, her engine-power being very small. However, should the weather take a favourable turn, the Commodore will probably send the gunboat out.

**THE LATE PRESIDENT GARFIELD.**

The following correspondence has been handed to us for publication:—

October 10th, 1881.

To Colonel J. S. Mosby, U. S. Consul,  
Hongkong.

My dear Sir,—I have been requested to forward to you the accompanying expression of sympathy and kindly feeling, on the part of the British and other residents of Hongkong, towards the people of America in their present sorrow and affliction.

The letter has been signed by the members of the Legislative Council, and by every merchant, banker, professional man, and trader to whom it has been submitted, and may therefore be taken as the language of the whole Colony.

May I venture to express the fervent hope that out of this common sentiment which we share at this time with the world at large, there may arise an increase of mutual esteem, an abundant interchange of good offices, and a close and lasting bond of union.—I am,  
Yours very truly, GRANVILLE SHARP.

The Address is as follows:—

To Colonel Mosby, United States Consul, &c., &c.

We, the undersigned, residents of Hongkong, desire to convey to you, and through you to our American fellow Colonists, and to the people of the United States, our sincere condolence in the bereavement you have sustained by the lamentable and violent death, in the prime of life, of your late President.

Nations, like individuals, are called upon to pass through trial and perplexity; and it is at such a time that opportunity is afforded for the manifestation of that mutual interest and cordial sympathy which undoubtedly exist but do not find adequate expression in the ordinary intercourse of commercial and business life.

The loss of such an administrator as James Abram Garfield proved himself to be is indeed to be deplored, and perhaps can only be correctly estimated by those who, with yourself, had the honour and privilege of his friendship. We trust, however, that your great nation will be strengthened not only to bear the calamity with calm dignity and resignation, but will continue to be animated with the spirit of self-reliant energy so characteristic of your countrymen, and of which the career of the late President was so eminent an example.

U.S. Consulate, Hongkong,

Oct. 12, 1881.

Granville Sharp, Esq.

My dear Sir,—I have received your letter of the 10th instant, with which you forward, on behalf of the citizens of Hongkong, an Address expressing their sympathy with the people of the United States in the loss they have just sustained by the death of the President, and their admiration for his public character. I recognize among the signatures the names of men of various religions and nationalities; I am gratified to see this, for it is fit and becoming that one who dedicated his life to the cause of human liberty should receive the universal homage of the human race. This spontaneous offering has revealed that "one touch of nature" that "makes the whole world kin." But while the people of my country mourn the death of the Chief Magistrate, they find consolation in the fact that their Government is not shaken from the eternal foundations on which it rests, and the promise in which we all confide, that the good which men do shall live after them. It will afford me great pleasure to forward the address to the family of the deceased, and as the representative of the people of the United States, I thank you for the sentiments it contains. I am sure, that among the tributes which every clime will pay to the memory of the lamented dead, there will not be one more acceptable or more appropriate than yours; for of him it may truthfully be said—

Such graves as his are pilgrim shrines,  
To no code or creed confined;  
The Delphian vales—the Palestines,  
The Meccas of the mind.

I am, Sir, very truly yours,  
JNO. S. MOSBY,  
United States Consul.

**THE TRAMWAYS BILL.**

The Select Committee of the Legislative Council, appointed to take evidence on the above subject reassembled at the Council Chamber, Government Office, yesterday morning. There were present:—Mr. Francis Snowden, Acting Chief Justice (President); and Messrs. W. M. Deane, A. Lister, P. Ryrie, F. Bulkeley Johnson, and E. R. Bellifios.

Mr. E. Bowdler, Acting Surveyor General, was the only witness examined, and his evidence was to the following effect. He entirely disapproved of a double line of rails as proposed. There was a provision that there should be a double line of rails with a space of nine feet between the line and the curb, which considering the width of the side channels was too small. At home a passage was always left between the two separate sets of rails, but here it was proposed to have the rails so close together that nothing could pass between them. In reply to a remark of Mr. Bulkeley Johnson's to the effect that as the rails would be open excepting when two cars were passing, Mr. Bowdler pointed out that opposite the Eastern Guard House the width of the road measured 28 feet, which would only leave eight feet on either side, including the channels, even supposing the cars touched each other in passing. In answer to a query from Mr. Johnson whether it would not be possible at such points as that referred to, to cover up the side channels, or obtain a concession from the Government to encroach a little on the footpaths, the Acting Surveyor-General said that the ground at the Guard House belonged to the Military Government. According to his reading of the Ordinance the whole power in the matter had been taken out of the hands of his department, and handed over to the proposed Tramways Company. At the Cricket Ground the width of the road was only 27 feet 3 inches, which would leave two feet less space than the Ordinance required. Mr. Johnson observed that the witness would see by Section 8 that the disapproval of the Surveyor General would virtually put an end to the proposed Tramways. Mr. Bowdler was of opinion that it would be better to come to an understanding at once than to have disputes afterwards. He had no desire to throw difficulties in the way of the Company, but simply wished to save the unnecessary expense which would be incurred in taking up the double line, after it had proved a failure, to permit his laying down a single line. As a commercial venture the Tramways would prove a complete failure. The cars proposed were totally unfit for Hongkong. They might do for London, but it was useless transplanting a tree from England expecting it to grow in Hongkong. The cars were too wide and too heavy. There was no objection to the two lines running into a single one at the narrow points referred to, but as a matter of fact the whole street was too narrow for a double line, although not for a single one. The streets here are full of foot passengers, which of course is not the case at home, and this is a difficulty. Taking the length from the Eastern Market to where Hollywood-road joins Queen's-road, they might have sidings at No. 4 Police Station, also opposite the City Hall, and at Ice House Lane, but at no other place unless by setting back the verandahs of houses, for which the owners of the properties would have to be compensated. He could not endorse Mr. Leigh's opinion that a double line would offer a great deal more room to the public than a single one. With a single line, provided with passing places, the public would know where to look for such crossings; whereas with a double line, when the cars are going along faster than the other traffic there would practically be no escape from serious dangers. There was no room for a man even to pass between the two lines. He had not been at home for twenty years, and had not been able to follow closely the details of tramway working. His opinions were not founded on actual experience, although he had of course travelled on tramways. The rest of Mr. Bowdler's evidence had reference to the maintenance of the roads, &c., and being of a purely technical character, can have no general interest for the public at the present stage of the proceedings. Several other minor matters were afterwards discussed by the Committee, one recommendation that the proposed fares be increased from 20 cents and 10 cents as originally proposed, to 30, 20, and 10, having a good deal of significance after all the statistical nonsense which has already been published. The meeting then adjourned until this morning, when proceedings will be conducted in private. If the Committee could only see their way to quash the whole business, they would save themselves a deal of future trouble, and the residents of Hongkong a large amount of money and endless worry and annoyance. As a commercial undertaking the venture has not the remotest prospects of paying its way. To our commercial community, this self-evident fact must be generally apparent, and should long ere now have been fairly recognised by the promoters of a hopeless enterprise.

Why is a bred horse like an old man?—Because it is man-aged.



## THE ENGLISH MAIL.

The P. & O. mail steamer *Kashgar*, Captain Murray, with the London mail of the 9th ultimo, arrived here yesterday afternoon. The following telegrams are taken from the *Straits Times* Extra:—

St. Petersburg, Sept. 20.—A caravan from Krasnovodsk has been forwarded by rail to Kyzylivat, from which place goods will be distributed among the Tekkes.

New York, Sept. 21.—The body of the late President Garfield will leave Long-branch to-day. An inquest will be held at Washington on Friday, and the body will be conveyed to Cleveland on the following day. A post mortem examination shows that the ball had fractured a rib, shattered a portion of the vertebrae, and lodged below the pancreas, where it became completely encrusted. The immediate cause of death was the bursting of the mesenteric artery.

London, Sept. 23.—The Court of Common Council have voted an address and gold casket to Mr. Gladstone with his bust to be placed in Guildhall, in recognition of his great services rendered to the country.

New York, Sept. 23.—Mr. Arthur, on assuming office in Washington, made a speech. He said he hoped to profit by General Garfield's example and experience. It has been considered unnecessary to convene the Houses of Congress.

London, Sept. 24.—Many cotton mills in Lancashire have resumed work; the Liverpool ring is apparently unbroken. A committee of cotton spinners are organising another week's stoppage; their decision is postponed until Friday next.

Durban, September 24.—The Transvaal Volksraad has been opened. The president in his speech expressed dissatisfaction at the convention concluded with the British, and said he believed the British Government will be compelled to modify it.

London, Sept. 26.—The *Standard* publishes a telegram from Durban, stating that the Transvaal Volksraad has rejected the Convention with the British.

The *Daily Telegraph* publishes a telegram from Petersburg stating that Askaniya is to become an important fortress and chief depot and administrative centre of the Trans-Caspian region.

Obituary.—Sir Vincent Eyre.

New York, Sept.—The funeral procession of the late President Garfield to-day at Cleveland was most enormous and most imposing. Amongst those who took part in the procession was ex-President Hayes, the members of the Cabinet, and Congress, besides fifteen hundred notables. Upwards of seventy thousand people visited Cleveland to attend the funeral. President Arthur remained at Washington in compliance with the request of the Cabinet. Business throughout the States was suspended.

Tunis, Sept. 26.—The Arabs still maintain a blockade of the French column at Zaghouan. A troop of French Cavalry has arrived here, supposed to be intended as a Guard of Honour to the Bey.

Aden, Sept. 26.—Cholera last week decreased to 46 attacked against 56 attacked during the previous week.

Bombay, Sept. 26.—The Ameer defeated Ayub on the 22nd. Ayub fled to Herat, abandoning guns and baggage. The losses on both sides were heavy. The Ameer has not entered Kandahar, but it was defenceless.

London, Sept. 27.—Business in England was yesterday partially suspended out of respect to the late President Garfield.

The following items are taken from the *London and China Express* of the 9th ultimo:—

The appointment of the Rev. Charles M. Vaughan, chaplain to the *Victor Emanuel*, for service in Hongkong Hospital, vice Griffiths, is gazetted.

The Chinese cruisers *Chao-Yung* and *Yang-wei*, from Plymouth 16th ultimo, passed through the Suez Canal on the 6th inst.

The German gunboat *Nautilus*, Captain Chuden, from the China station arrived in Plymouth Sound on the 5th inst., and after coaling proceeded next day for Kiel.

His Excellency Monsieur Le Myre de Vile, the Governor of Cochin China, will return to his post, after leave of absence, by the mail leaving Marseilles on the 2nd prox.

The appointment of Mr. J. G. Kennedy, now Secretary of Legation at Tokio, to be Secretary to the Embassy at St. Petersburg, is gazetted. The successor to Mr. Kennedy has not yet been appointed.

A telegram from Simla reports that a Chinese emissary had arrived, being one of the secretaries of the Viceroy of the Chili province, and has no formal diplomatic mission. His object is to obtain information as to the attitude of the Government on the opium question.

Rear-Admiral Lesoffsky, who was sent out specially last year to the

Pacific to take charge of the fleet in Chinese waters, has received the public thanks of the Czar for his services in the Far East, and has been promoted to the rank of admiral and adjutant-general.

We are pleased to hear by private advice from Bangkok, on the best authority, that there was no ground whatever for the likelihood of the licenses for the sale of spirits being renewed under the United States Consulate, but on the contrary, that the restrictions on this traffic are more stringent and effective now than they have ever been.

We have also to record the death of Rear-Admiral Lewis James Moore, who died on the 31st ult. at Kensington. He entered the Navy in 1841, and obtained the rank of sub-lieutenant in 1847, became captain in 1863, and rear-admiral on the retired list in 1879. He was commander of the *Argus* when engaging the batteries of Kagosima, in August, 1863, when his name was specially mentioned in despatches, and he was promoted to the rank of captain.

It is the Queen's intention to confer the vacant Garter upon King Alfonso of Spain. Lord Granville has informed the Spanish Government, by a despatch to the Chargé d'Affaires, Mr. Langley, that the Marquis of Northampton will proceed on a special mission to invest the King with the Garter in October, after the Cortes meet. Before that date the newly-appointed Minister, Mr. Morier, is expected to arrive and present his credentials.

We learn that the Chinese Government has lately conferred the brevet of Fu-tsiang or colonel on Major Alex. Man, of the Gordon Highlanders, the late Commissioner of Customs at Newchwang, for services in connection with raising and instructing in the use of the rifle a body of Chinese troops for the maintenance of order in that settlement. Major Man's service in China dates back to 1863. He has now retired from the Customs.

We regret to hear of some differences which have arisen between H.B.M.'s Consul at Tamsui, Formosa, and one of the Missionaries resident at that port. We trust that ere now these have been dissipated, and that matters will be found to work harmoniously between the parties interested. The Consul may have cogent reasons for disagreeing, but he should remember that by persisting too far he may cause what might prove very serious difficulties to one of his countrymen, whose interests he is there to guard. It is not only the mere matter at issue, but what the consequences might entail.

Prince Prisdang and a secretary accompanying Prince Swasti-sobohn arrived at Dover on the 8th inst. There are nine other young gentlemen who have also arrived for the purpose of being educated, and will be placed at schools. We understand that Prince Prisdang is on a complimentary mission to this country and the Continent. The whole party were in the railway accident at Charenton, but we are happy to state that none of them were injured, although rather frightened. They spent a day or two in Paris seeing various sights.

Mr. Richard Oram, retired Naval Instructor R.N., died recently at Plymouth. The deceased entered the Service at the close of 1839, when he was appointed to the *Blonde*, Captain Sir Thomas Bourchier. In the ship he served through the principal events of our first war with China, opening with the attack on the batteries at Amoy, 3rd July, 1840, and witnessing the first taking of Canton, the storming of the heights in the vicinity of that city, the operations which led to its recapture, the taking of Amoy, second capture of Chusan, Chinghai, Ningpo, the attack on the heights of Segoon, the battle of Woosung, on which latter occasion the *Blonde* was the leading ship, and other operations ending in the pacification of Nankin. Mr. Oram also served in the *Pendope* on the coast of Africa, and in 1848 went to the Mediterranean as naval instructor on board the *Caledonia*, Captain T. W. Carter. In 1851 he was transferred to the *Britannia*, then doing duty as flagship of Admiral Dundas on the same station, and in her he served in the Russian war.

It is announced from St. Petersburg that the Government have come to a decision not to remove the naval station in the Pacific from Vladivostok to Port St. Olga, and that the funds

which had been assigned for that purpose will be applied to the extension of Vladivostok itself. It may be remembered that the question of the removal of the naval station further away from the Chinese frontier was first mooted in 1879. In order to solve the question as to whether it would not be better to remove the naval station from Vladivostok to some smaller harbour, easier to defend, a Commission was sent to the Pacific coast, where it was joined by Admiral Lesoffsky, who had gone out in command of the squadron threatening China. This Commission reported in favour of the removal, on economical grounds, although the members did not attempt to conceal their belief of the injury that Russia would sustain politically in the eyes of the Chinese and other nations by retreating further north. This consideration seems to have influenced the Government to a decision against the removal; and instead of creating a new naval station at Port St. Olga—a native fishing settlement, with no inhabitants or roads within a hundred miles of it—the funds will be mainly applied to building fresh batteries at Vladivostok and establishing a torpedo factory.

## COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.  
We have to report some sensational doings on the Stock Exchange this morning, the shares of the Hongkong and Whampoa Dock Company Limited forming the medium of business. Early yesterday afternoon there were signs visible that something uncommon was on the tapis, and ugly rumours, affecting the future prospects of this Company, were generally prevalent. Holders of Docks suddenly became anxious to sell, and as a consequence the quotation dropped to 41 per cent. premium, at which rate a large number of transfers were effected for the end of the month. The movement was continued last evening and resumed with renewed vigour this morning, and we calculate that at 11 for Oct. 31st, 42 for November 30th, and 43 for the end of December, somewhere between twelve and fifteen hundred shares changed hands—on paper. For reasons which we do not profess to understand, the stock is now weaker than it was before, the large purchases above alluded to having quite failed to stem the tide of opposition which has so suddenly set in. Of course there is never smoke without fire, and the much talked of opposition dock is the bugbear on this occasion. It is rumoured, and we give the rumour for what it is worth, that the Chinese have offered a well known eminent firm three lakhs of dollars and a promise of the General Agency, to float a new Dock company. A suitable site has, it is said, been already secured, and the Chinese are determined to establish an opposition at all costs. We further hear that the eminently practical firm alluded to above have declined to accept the flattering proposals of their Celestial friends, but have no means of confirming or denying the report. There may possibly be something tangible in all these rumours, but until we are in possession of fuller particulars we prefer to reserve our opinion. It is, however, indisputable that Dock shares are in a very unsatisfactory condition in the market, and they have every appearance of going still lower. There must exist some good reasons for this depression. Those interested in the matter can form their own opinions. Banks are also very weak, and although we quote them at 114 per cent. premium, would be purchasers would doubtless be able to procure them at a considerably reduced rate. No other shares require special mention, nothing in the shape of business having been attempted since we last wrote. Annexed list of nominal quotations will give all necessary particulars.

SHARES.  
Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sellers.  
Union Insurance Society of Canton—\$1,675 per share, ex dividend.  
China Traders' Insurance Company—\$1,600 per share.  
North-China Insurance Company—Tls. 1,125 per share.  
Yangtze Insurance Association—Tls. 830 per share.  
Chinese Insurance Company—\$307½ per share, sales.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$965 per share, Sellers.  
China Fire Insurance Company—\$285 per share, sellers.  
Hongkong and Whampoa Dock Company—41 per cent. premium, sales and sellers.  
Hongkong, Canton, and Macao Steamboat Company—\$25 per share premium, sellers.  
China Coast Steam Navigation Company—Tls. 162 per share.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$114 per share, Sellers.  
China Sugar Refining Company, Limited—\$160 per share, sellers.  
China Sugar Refining Company (Debehtures) 1—3 per cent. premium.  
Hongkong Ice Company—\$127½ per share, Sales.  
Hongkong and China Bakery Company, Limited—\$50 per share.  
Chinese Imperial Government Loan of 1873—14 per cent. premium, ex interest.  
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.  
On LONDON—Bank Bills, T.T. .... 3/8½  
Bank Bills, at 30 days' sight ..... 3/8½  
Bank Bills, at 4 months' sight ..... 3/9½  
Credits, at 4 months' sight ..... 3/9½  
Documentary Bills, 4 months' sight. 3/10  
On PARIS—Bank Bills, on demand ..... 4.63  
Credits, at 4 months' sight ..... 4.82  
On BOMBAY—Bank, T.T. .... 223½  
On CALCUTTA—Bank, T.T. .... 223½  
On SHANGHAI—Bank, T.T. .... 73½  
Private, 30 days' sight ..... 73½

HONGKONG TEMPERATURE.  
(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S ROAD).

Hongkong, 12th and 13th October.  
BAROMETER—1 P.M. .... 29.958  
Do. 4 P.M. .... 29.930  
THERMOMETER—1 P.M. .... 84.  
Do. 4 P.M. .... 84.  
Do. 1 P.M. (Wet bulb) ... 79.  
Do. 4 P.M. Do. .... 79.  
BAROMETER—9 A.M. .... 29.918  
THERMOMETER—9 A.M. .... 81.  
Do. 9 A.M. (Wet Bulb) ... 77.  
Do. Maximum ..... 84.  
Do. Minimum (over night) ... 79.

## SHIPPING INTELLIGENCE.

ARRIVALS.  
Oct. 12, *KASHGAR*, British steamer, 1515, R. G. Murray, Bombay 24th Sept., Gallo 29th, Penang 4th October, and Singapore 7th, Mails and General.—P. & O. S. N. Co.  
Oct. 12, *ALBAY*, British steamer, 366, H. Lightwood, Tamsui 7th Oct., General.—Douglas Lapraik & Co.  
Oct. 13, *STENTOR*, British steamer, 1,304, Kirtpatrick, Shanghai 6th October, Foochow 10th, and Amoy 11th, General.—Butterfield & Swire.

DEPARTURES.  
Oct. 12, *OLYMPIA*, German steamer, for Haiphong.  
Oct. 12, *VORWAERTS*, German steamer, for Hoilow.  
Oct. 12, *HUNGARIAN*, British steamer, for Australian ports.  
Oct. 12, *ORFÈDRE*, British steamer, for New York.  
Oct. 12, *CHINKIANG*, British steamer, for Ningpo and Shanghai.  
Oct. 12, *PAKHOR*, British steamer, for Shanghai.  
Oct. 13, *KWANGTUNG*, British steamer, for Coast Ports.  
Oct. 13, *DIAMANTE*, British steamer, for Manila.  
Oct. 13, *BELLONA*, German steamer, for Swatow.

PASSENGERS.  
ARRIVED.  
Per *Albay*, British steamer, from Tamsui, Rev. Mr. Gibson, Rev. Mr. Barclay, and 104 Chinese.  
Per *Stentor*, steamer, from Shanghai, &c., Mr. and Mrs. Weeks and child, Messrs. Fisher, Laffey, and Rubens, and 324 Chinese.  
Per *Kashgar*, British steamer, from Southampton for Hongkong.—Mrs. Wilcox, Garrison Sergt.-Major Annan, Mr. W. B. Rock, Staff Surgeon T. O. Hickey, R.W., Messrs. Parfitt, and Sutherland; from Venice, Messrs. McPherson, and Wood; from Aden, Mr. Aming; from Penang, Messrs. T. Cole and 17 Chinese; from Singapore, 118 Chinese. From Bombay for Shanghai.—H. E. Toutai Ma Kie Teheong, Secretary and servant; from Southampton, Miss A. E. Keeling, Mr. and Mrs. Hannen, two children and nurse, and one Chinese; and from Penang, Mr. Smith.

DEPARTED.  
Per *Hungarian*, steamer, for Australian ports, 1 European and 213 Chinese.  
Per *Chinkiang*, steamer, for Ningpo and Shanghai, 1 European and 213 Chinese.  
Per *Diamante*, steamer, for Manila, 6 Europeans and 241 Chinese.  
Per *Kwangtung*, steamer, for Coast Ports, 150 Chinese.  
Per *Bellona*, steamer, for Swatow, 60 Chinese.

TO DEPART.  
Per *Fokien*, steamer, for Coast Ports, 3 Europeans and 130 Chinese.

REPORTS.  
The British steamer *Stentor*, from Shanghai, reports light winds and fine weather. The British steamer *Albay*, reports left Tamsui at 8 a.m. on the 7th inst., arrived in Amoy at 7.40 a.m. on the 8th inst., had fine weather with light N. to N.W. winds; left Amoy same day at 4.50 p.m. arriving at Swatow 10.50 a.m. on the 9th, had fine weather with light S.W. winds; left Swatow at 4.40 p.m. on the 11th and arrived at Hongkong at 2 p.m. on the 12th, had fine weather with light Westerly winds. In Swatow, steamers *Cleveland*, *Keelung*, and *Namou*.

A country man, walking along the streets of a town, found his progress stopped by a close barricade of timber. "What is that for?" he inquired of a person in the street. "Oh! that's to stop the cholera." "Ah! I have often heard of the Board of Health, but I never saw it before."

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SARDIN, pts. and qts. Theophile Ro-  
dorer & Co.'s VERZENAY MOUSSEUX,  
pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

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ERMITAGE LUDON, THIBCEUF  
(Chateau), pints and quarts.

CHATEAU LAROSE (Cuvier & Adet's),  
pints and quarts.

CHATEAU LAFITE, pints and quarts.  
IRES GRAVES, pints and quarts.  
BREAKFAST CLARET, pints & quarts.  
OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.  
Chambertin, Chablis (White), Liebfrau-  
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berger Cabinet, Rudesheimer  
Berg, Konin Victoria, Berg,  
Chateau Yquem, G' and  
Vin, Haut Sauterne  
Marsala, Saccone's

Pale Dry White Soul Sherry, Yellow Seal  
Amontillado Sherry, Cutler Palmer  
and Co.'s Sherry, Invalid  
Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.  
1, 2 and 3-star Hennessy's Brandy,  
La Grande Marque Brandy,  
Cutler Palmer & Co.'s

Brandy, Ronyer Guillet & Co.'s Brandy,  
1 to 4 stars; Finest Old Bourbon  
Whisky, highly recommended,  
Kinahan's LL Irish Whisky,  
Jamieson's Irish  
Whisky, Royal Glendee  
Whisky, AVH Gin, Swaine  
Boord & Co.'s Old Tom  
Gin; La Grande Chartreuse, Green  
and Yellow, Maraschino de Zara, Ouragao  
pints and quarts; Angostura,  
Boker's and Orange Bitters,  
&c., &c., &c.

BASS'S ALE, bottled by Cameron and  
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GUINNESS'S STOUT, bottled by E &  
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PILSENER BEER, in quarts.  
DRAUGHT ALE and PORTER, by  
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Fine ALE, bottled by MacEwen, Frickel  
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Aerated Waters.  
SODA WATER,  
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Apply to  
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Coloured Alpaca.  
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**PUBLIC ACCOUNTANT,**

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**AND**

**COMMISSION AGENT.**

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CHINA, JAPAN, AND THE  
PHILIPPINES,

FOR THE YEAR 1882,  
WILL BE PUBLISHED,

**PRICE TWO DOLLARS,**  
ENTITLED

"THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE  
FAR EAST."

**T**HE above work will be published  
on the 1st of January next, at  
the office of this Paper, and will con-  
tain a Directory for the Ports in the  
large portion of Asia comprised be-  
tween Penang, in the Straits Settle-  
ments, and the Northern Ports, includ-  
ing Formosa; the Treaty Ports of China  
and Japan; the Philippine Islands; the  
British Colony of Hongkong; and the  
Portuguese Colony of Macao. The work  
will also contain the Principal Treaties  
between European countries and the  
United States and the countries East  
of the Straits, together with conditions  
of Trade, and the Port, Customs, Con-  
sular and Harbour Regulations for the  
Ports of China and Japan; and a de-  
scription of the Ports, with the latest  
Trade Statistics taken from the Reports  
of the Imperial Maritime Customs and  
other reliable sources.

The various Governments and Mu-  
nicipal Corporations will be applied to  
for information, and all Public Bodies  
and Companies, Bankers, Merchants,  
Consuls, and Professional and other  
Residents, will supply the necessary  
matter to ensure correctness upon forms  
sent for that purpose. The Naval and  
Military portions will be taken from  
the latest published official lists and  
revised at Head-quarters; in fact no  
pains will be spared to make "THE  
HONGKONG DIRECTORY AND HONG LIST  
FOR THE FAR EAST" a perfectly reliable  
vade mecum.

It is intended to make this work a  
medium for Advertisers at a cheap  
rate, and the charge for Advertise-  
ments will be

**\$10 per page in Hongkong,  
and \$12 at Outports.**

The size of the Page will be SEVEN  
INCHES AND A HALF LONG BY FOUR INCHES  
AND THREE-QUARTERS; this space will  
admit of a large quantity of matter  
and all Advertisements will be taste-  
fully and prominently displayed.  
Blocks of any description will be in-  
serted, but these must not exceed  
the above dimensions.

"THE HONGKONG DIRECTORY AND  
HONG LIST FOR THE FAR EAST" will, in  
order that it may circulate extensively  
outside this Colony, be published at a  
POPULAR PRICE, and can be or-  
dered at this Office or obtained from  
the Agents (list to be hereafter pub-  
lished) for

## TWO DOLLARS.

There is not space in the compass  
of an ordinary advertisement to detail  
all the mass of information it is in-  
tended to introduce into the work, but  
it may be fairly asserted that no such  
Directory has ever been published  
either in Hongkong, or any other  
part of the East, at the price.

"Telegraph" Office, Hongkong,  
October 1st, 1881.

## SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes  
of reference, into five sections:—No. 1 extending from Green Island to the P.  
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the  
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao  
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-  
ment Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to  
Kellett's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
<b>Steamers.</b>						
Albay	3	Oct. 12	Lightwood	British	366	D. Lapraik & Co.
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Ashington	2	Oct. 9	Allason	British	809	Siemssen & Co.
Cascapedia	2	Sept. 11	Fraser	British	1924	Russell & Co.
China	2	Oct. 11	Schoer	German	648	Hing Kee.
City of Peking	3	Oct. 5	Berry	American	5078	P. M. S. S. Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Dale	†	Oct. 8	Thompson	British	644	Yuen Fat Hong.
Dido	3	Oct. 6	Gutmann	Austrian	815	Melchers & Co.
Esmeralda	3	Sept. 30	Talbot	British	396	Russell & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Fokien	3	Oct. 11	Abbott	British	509	D. Lapraik & Co.
Fyon	4	Oct. 5	Grove	Danish	209	Siemssen & Co.
Himalaya	2	Oct. 10	Beedle	British	814	Tong Kee & Co.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	664	R. Mourente.
Kang-chi	1	Oct. 10	Marsden	British	688	C. M. S. N. Co.
Kashgar	2	Oct. 12	Murray	British	1516	P. & O. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Lennox	3	Sept. 30	Scott	British	1327	Jardine, Matheson & Co.
Lido	2	Oct. 8	Puddicombe	British	620	Chinese.
Nona	2	Oct. 11	Waeffel	German	669	Ed. Schellhass & Co.
Niigata Maru	3	Oct. 10	Wynn	Japanese	1095	M. B. M. S. S. Co.
Ocean	3	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Penedo	2	Oct. 8	Kenderdine	British	652	Tung Kee & Co.
Phoenix	3	Oct. 2	Behrens	German	789	Melchers & Co.
Rajanattianuhar	†	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Stentor	3	Oct. 13	Kirkpatrick	British	1304	Butterfield & Swire.
Sunda	3	Sept. 13	Reeves	British	1029	P. & O. S. N. Co.
Tung-ting	3	Oct. 10	F. Dunn	Chinese	315	C. M. S. N. Co.
Tunis	* Aug.	15	Irvine	British	886	Jardine, Matheson & Co.
Yangtsze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3	Oct. 6	Davidson	Ger. bark	350	Wieler & Co.
Berwickshire	5	Aug. 30	J. Bruce	Brit. bark	533	Order.
Bua Caa	2	Aug. 27	C. Lange	Siam. bark	338	Yuen Fat Hong.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Elyria Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Flora	3	July 18	Will Block	Ger. bark	970	Carlowitz & Co.
Friedrich	3	Oct. 5	Spiesen	Ger. bark	595	Siemssen & Co.
Gustav & Os ur	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Helen Marion	2	Sept. 27	Robinson	Brit. bark	693	P. & O. S. N. Co.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hindostan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curtis	Amr. ship	797	D. Lapraik & Co.
Iceberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Ino	8	Oct. 8	Bohsen	Ger. bark	344	Wieler & Co.
Johanna	2	Sept. 15	Fuendeling	Ger. bark	844	Captain.
Kim Soon Hoat	1	Aug. 16	P. Beng	Siam. bark	208	Chinese.
Laurens	4	Oct. 7	A. Snow	Amr. ship	808	Melchers & Co.
Mary L. Stone	3	Sept. 5	A. D. Field	Amr. ship	1458	Russell & Co.
Meridian	2	Aug. 26	Schmidt	Sm.3-m sch.	298	Chinese.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
New Era	4	Aug. 15	Sawyer	Amr. ship	1147	Russell & Co.
Phoenix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amr. schr	81	W. H. Ray.
Star of India	2	Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Sumatra	2	Oct. 3	Tribe	Brit. bark	740	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
The Tweed	2	Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5	Sept. 22	C. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Wagrien	2	Aug. 26	Dibbern	Ger. schr	179	Captain.
Wega	5	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wm. Hales	4	Sept. 13	Dickey	Amr. bark	868	Adamson, Bell & Co.

\* Cosmopolitan Dock. \*\* Kowloon Dock. ‡ Aberdeen Dock. † Patent Slip.